



Taighde, Idirphlé, Comhairle
Research, Dialogue, Advice

Progress Towards Transport Orientated Development in Ireland

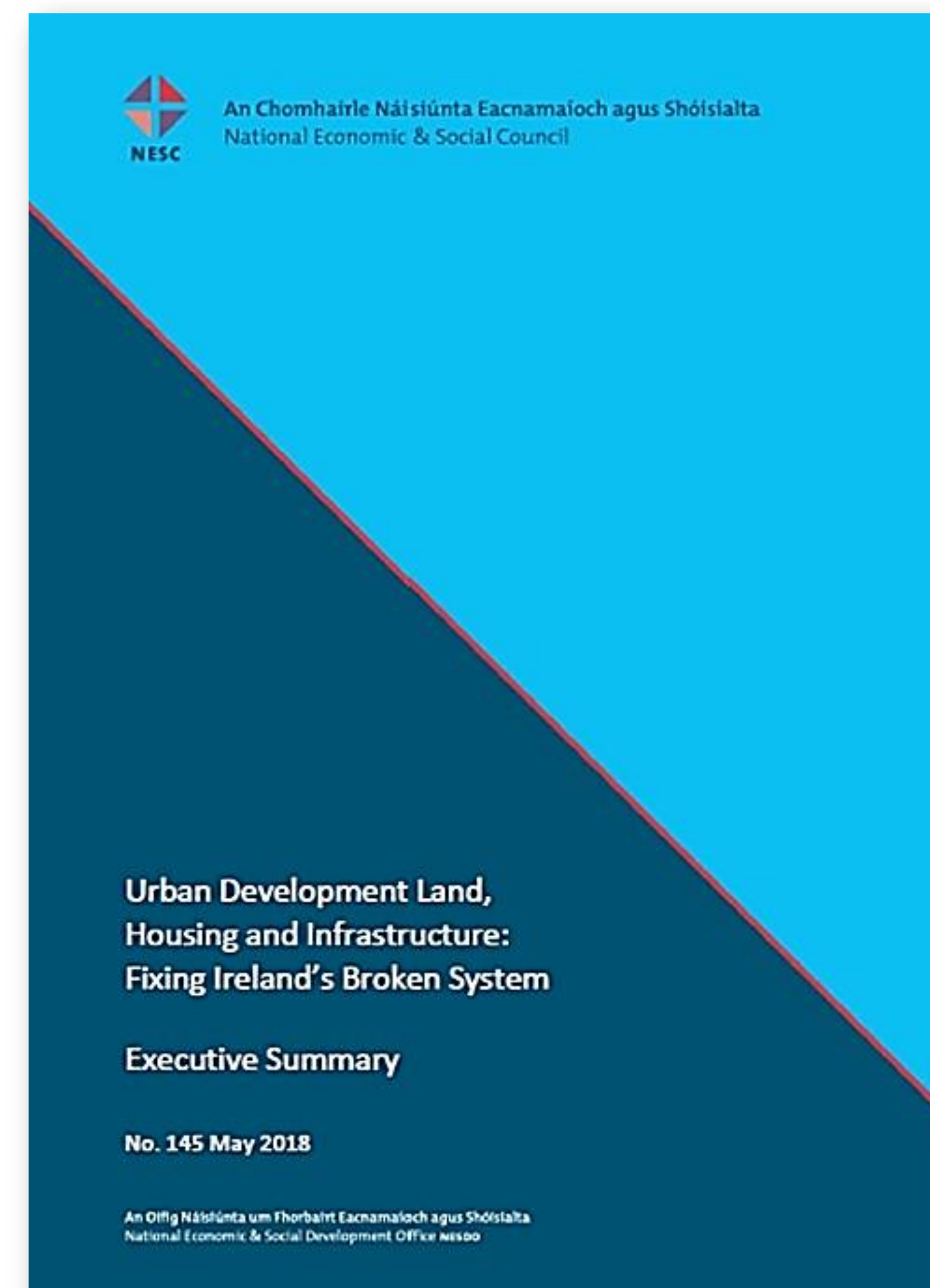
Presentation to the Department of Transport's Open Policy Forum

November 15th 2023

Dr Cathal FitzGerald

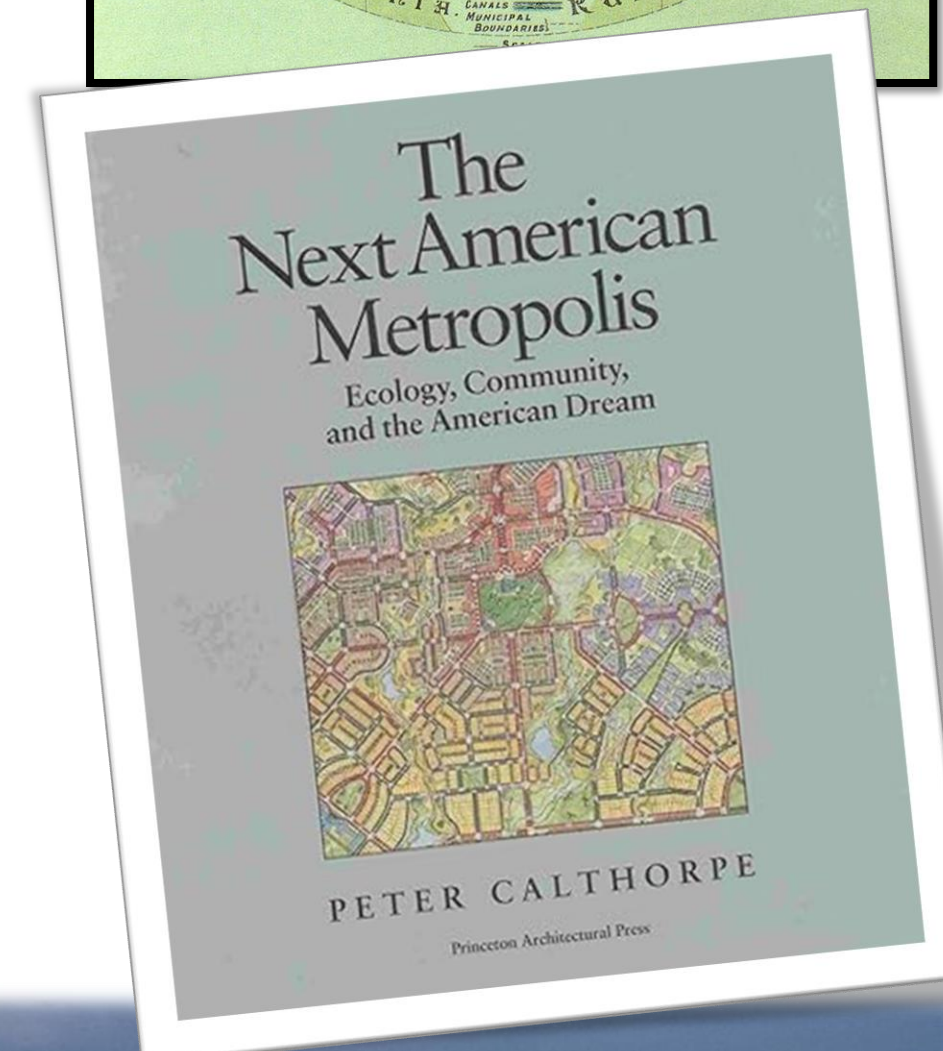
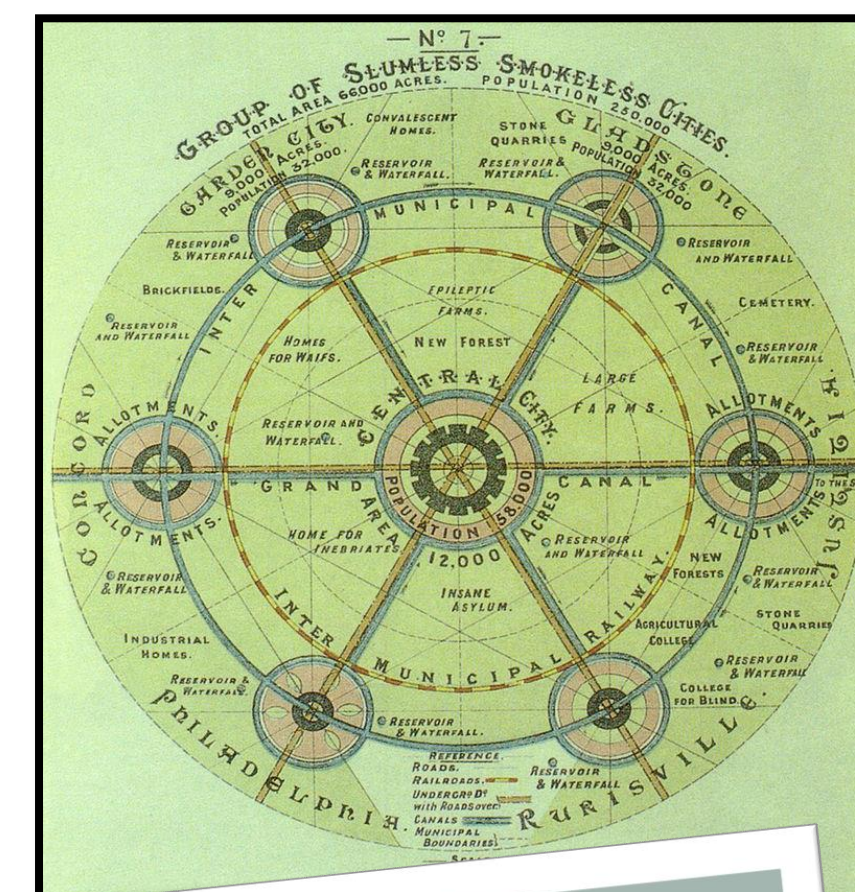
Introduction

- About NESC
 - Purpose
 - Structure
- Annual work programme
- Background to research on TOD (2019)
 - *Fixing Ireland's Broken Housing System* (2018)
 - Make desirable development happen
 - Need direct public policy influence
- Focus today on the 'how' of TOD



What is TOD?

- Very specific type of urban development
- Maximise the provision of facilities close to frequent, high quality transport services
- A century-old idea
- Key elements:
 - Integrated land-use and transport planning and investment;
 - Compact, mixed-use, mixed-income development and communities;
 - Moderate to higher housing density;
 - Short distances to transport connections; and
 - High quality and frequency of transport service, integrated into a network
- Highest densities closest to a transport stop
- Active discouragement of car-usage/ownership



Benefits of TOD?

- Helps convert car trips to public and active transport trips
- Improves mobility and environmental conditions
- Delivers more efficient, sustainable development
- Promotes in-filling and densification
- Helps preserve natural resources
- Can be a tool for urban regeneration
- Provides for social and affordable housing
- Supports housing affordability
- Reduces transport costs
- ... but affordability must be engineered in



Application and Lessons

- NESC examination of 5+1 examples:
 - Germany (Freiburg)
 - France (Montpellier and Nantes)
 - The Netherlands (The Hague - Ypenburg)
 - Sweden (Stockholm - Hammarby)
 - Adamstown
 - 'Uxcester'
- Critical supporting factors for TOD
 1. Vision
 2. Decision
 3. Institution
 4. Funding



Supporting Factors (1 of 2)

1. Vision

- Begins with clear articulation of objectives
- ‘Compact urbanisation’
- ‘City of short distances’

2. Decision

- Take a formal decision to deliver a TOD
- Where; Density; Mix; Proximity; Funding (LVC mechanism); Housing
- Alternative is business-as-usual

Supporting Factors (2 of 2)

3. Institution

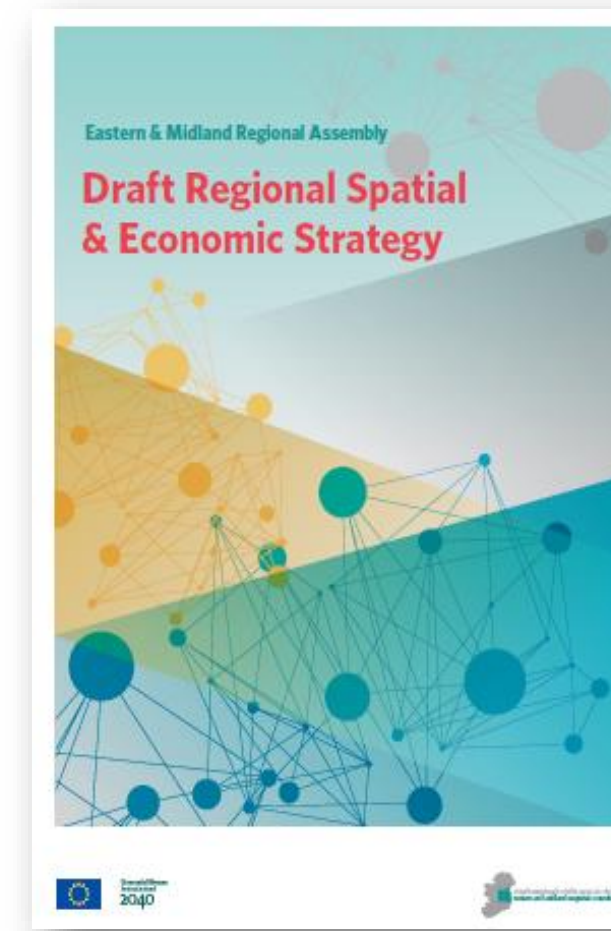
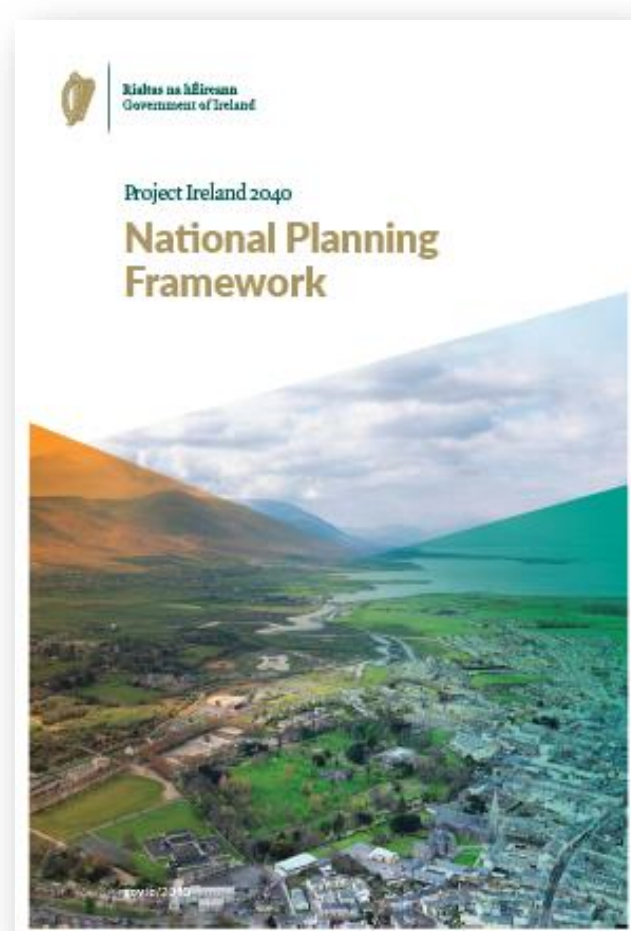
- Aided by a publicly-led body or team
- Land-use and transport planning for the site
- Prepares the site in accordance with master plan

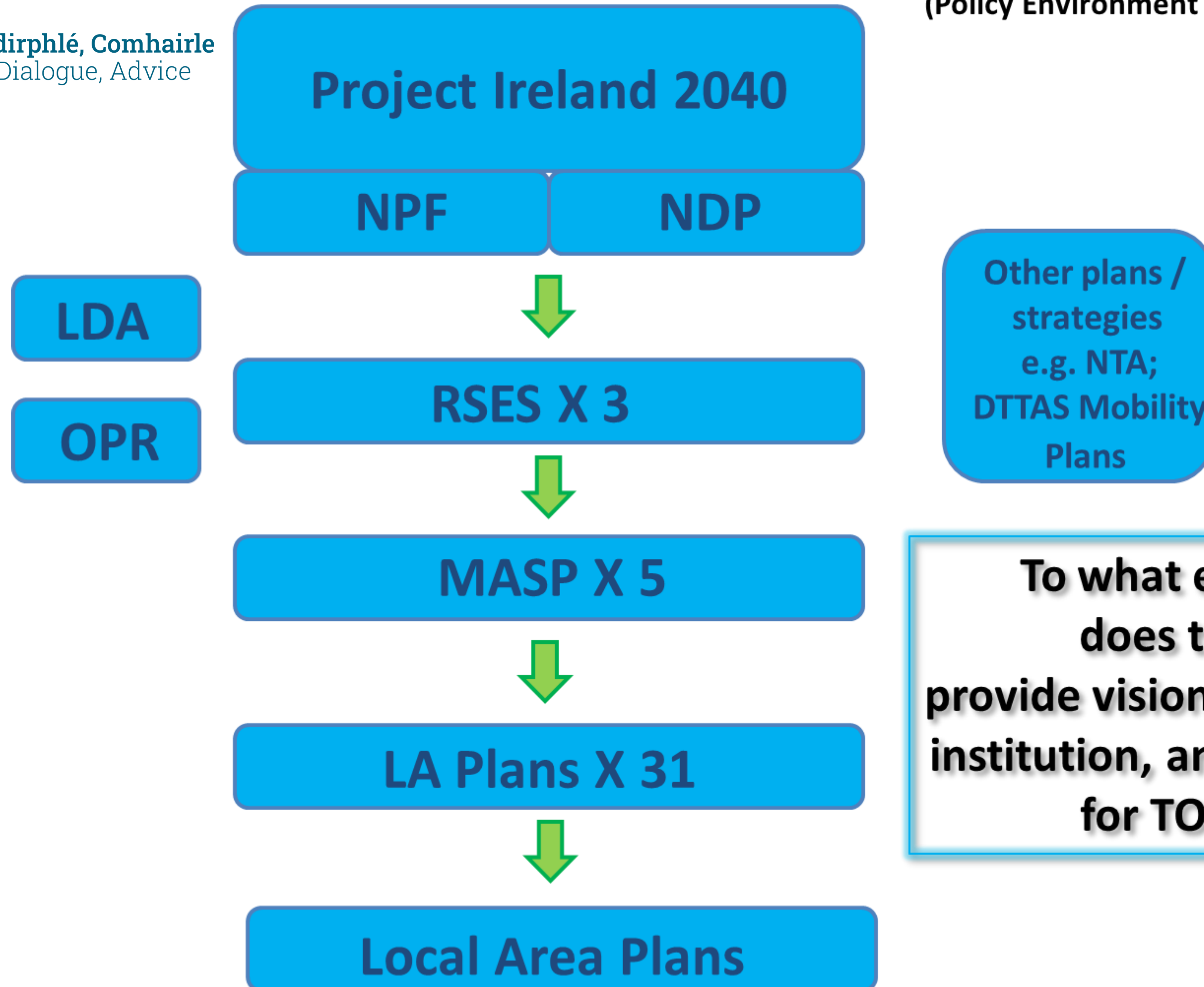
4. Funding

- Actively install a bespoke funding model
- Significant investment in infrastructure, ahead of demand
- Brownfield viability issues
- Capture the value uplift of State investment
- Standard funding models lack value capture at their core

Policy Environment for TOD (1 of 3)

- Assessment in 2019; many criteria possible
 - ‘Four factors’
 - Newman, 2009: where, design and density, link to transport, facilitating entity?
- Many policy documents available





Policy Environment for TOD (3 of 3)

1. Vision



- “Compact growth”
- Density/consolidation vs. sprawl
- Necessary but insufficient

2. Decision



- System not a barrier
- Need a very specific decision
- Say where, how, by whom etc.

3. Institution



- No integrated land/transport body
- LDA and OPR positive
- Site specific development body

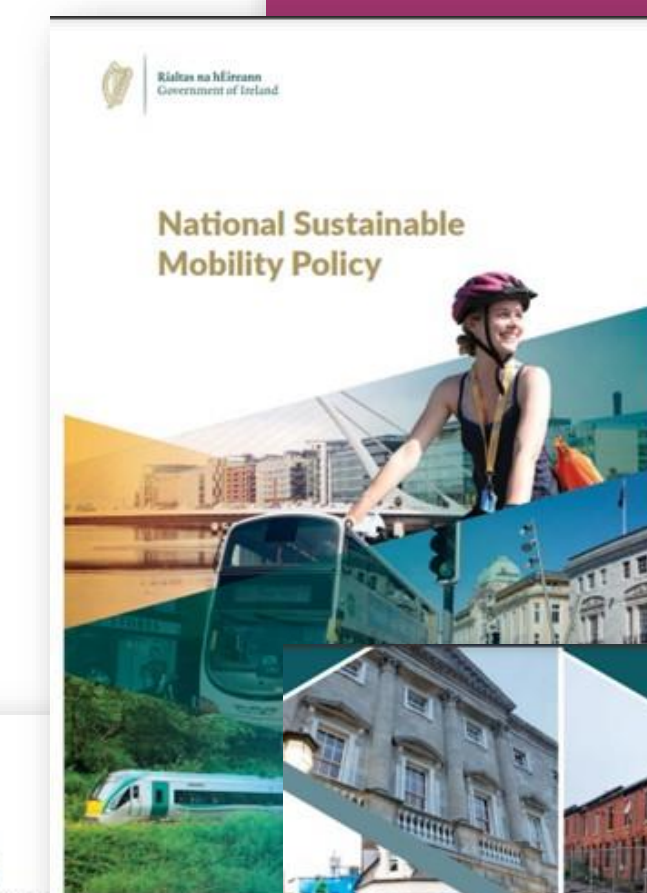
4. Funding

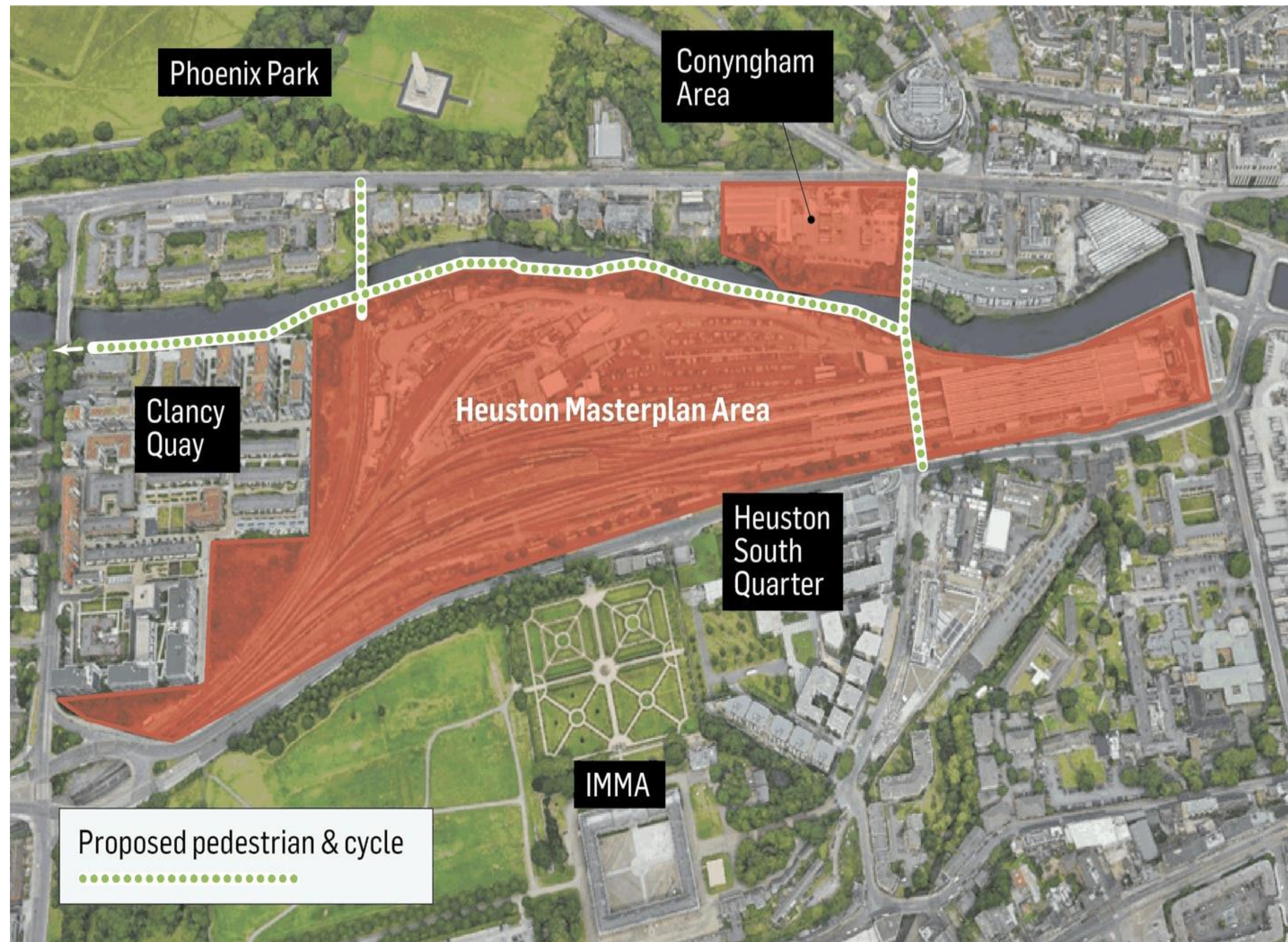


- NDP, LIHAF, URF welcome
- Lack of supporting funds
- ‘Transport-adjacent’
- No value capture

Recent Developments (1 of 2)

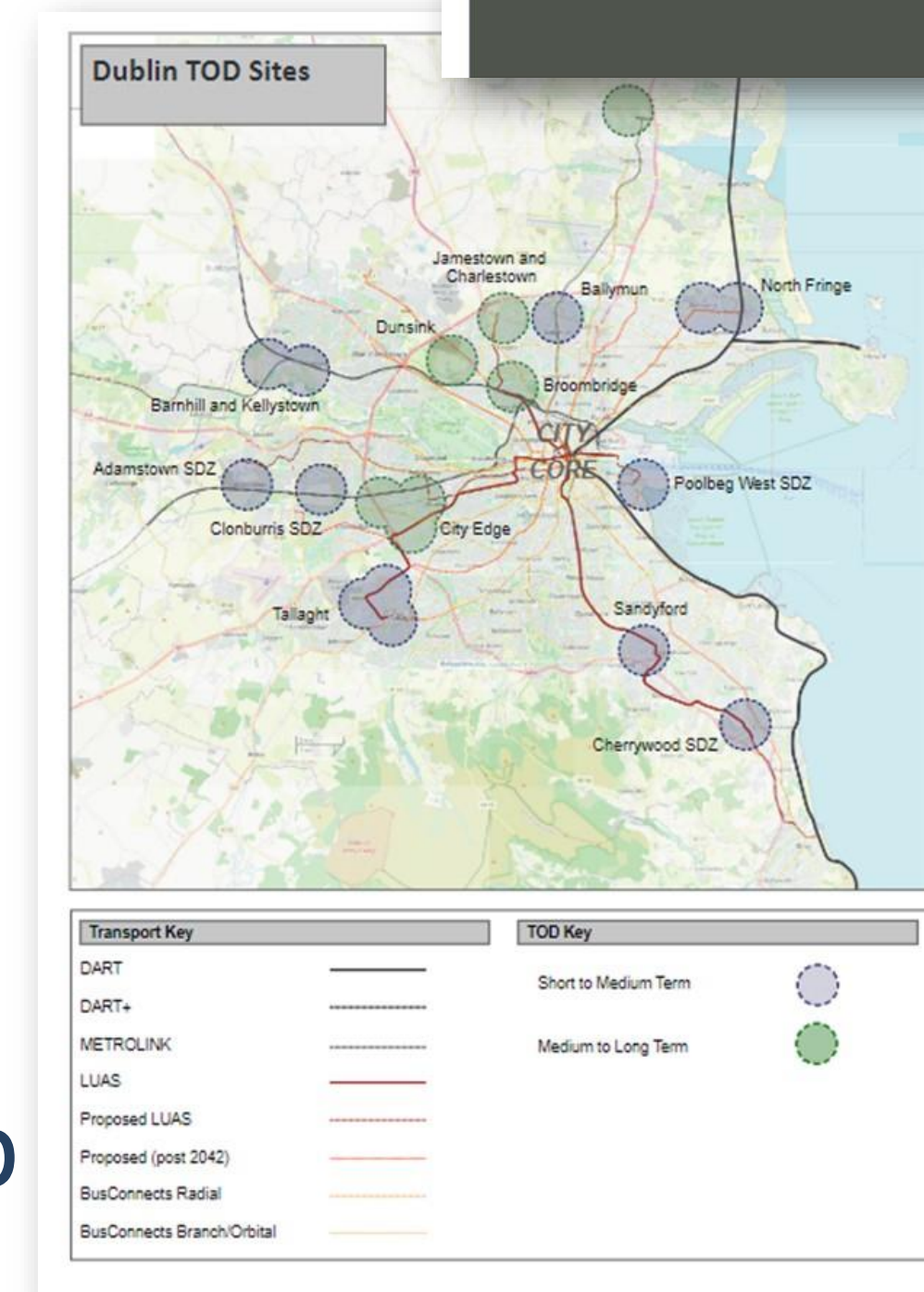
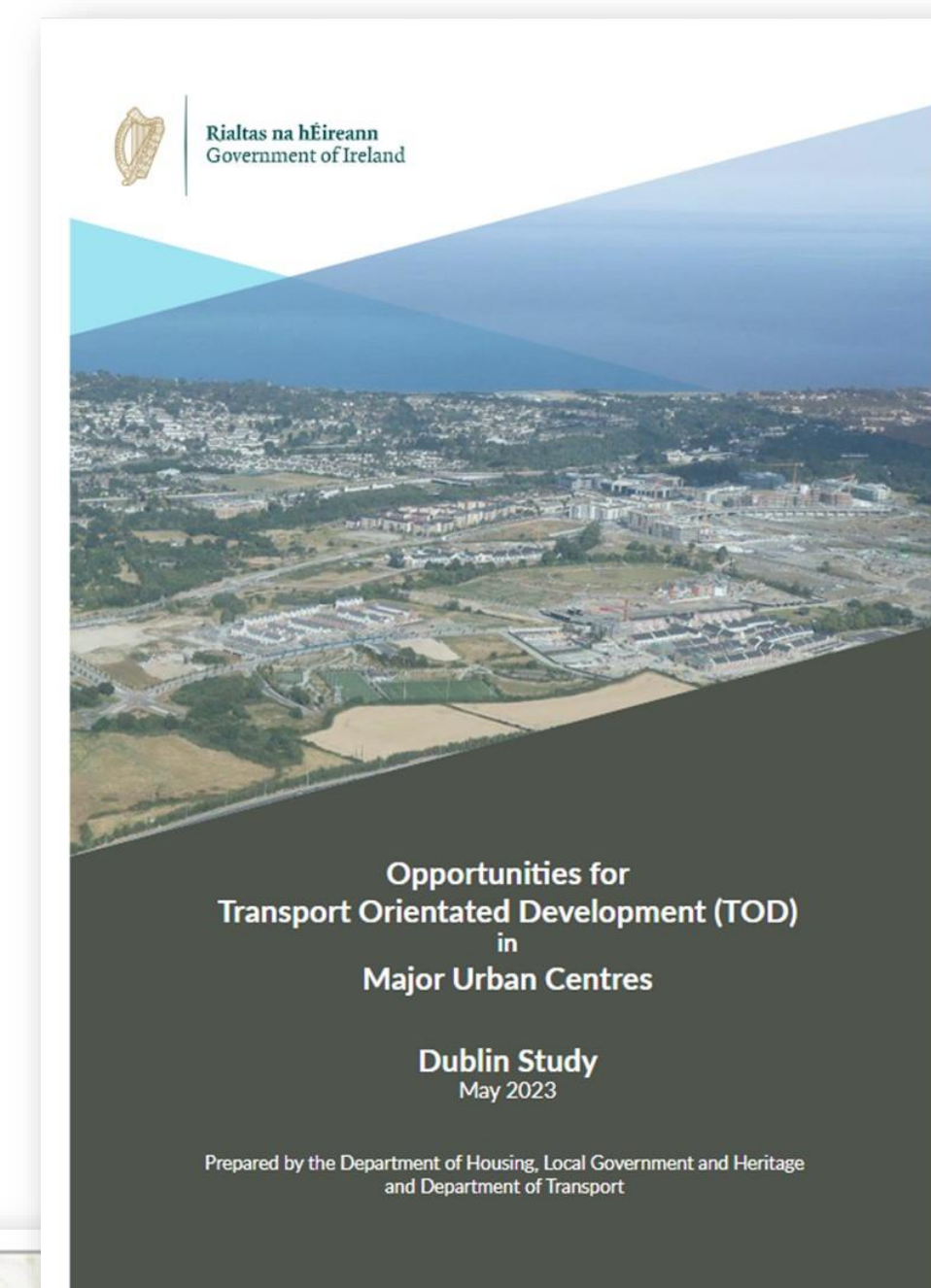
- Promising plans:
 - Heuston, Shankill, Terrylands, Colbert Square, City Edge, Cherrywood, and Cork
- National policy formulation:
 - Programme for Government (2020)
 - *Housing for All* - TOD Working Group
 - National Sustainable Mobility Policy (2022)
 - JOC on Housing, Local Government, and Heritage:
 - Urban Regeneration Report (2022)
 - OECD: Redesigning Ireland's Transport for Net Zero (2022)
 - Land Value Sharing and Urban Development Zones Bill (2021/2023)





Recent Developments (2 of 2)

- *Opportunities for TOD in Major Urban Centres, (D/Housing, 2023)*
- 14 locations in Dublin suitable for the phased delivery of TOD
- Short to medium term opportunities in 9 locations
- c. 60,000 houses close to existing / proposed high-capacity public transport
- A welcome step, but...
- Similar conclusions that NESC reached in 2019
- Absence of governance arrangements, funding, and leadership



THE IRISH TIMES

Subscriber Only Dublin

Report recommends 7,000 homes at site of former Dunsink, Dublin dump

Fourteen Dublin locations, including rail hubs, identified for 'intensive' development of 130,000 homes

Expand



LATEST STORIES >

Israel-Gaza war: US secretary of state Blinken meets war cabinet to urge restraint

Ukraine war: Russia steps up aerial barrage as Ukraine braces for infrastructure attacks

Irish citizens not included in list of foreign nationals allowed to leave Gaza, says DFA

Ashling Murphy trial: Murder accused says he saw man attack a woman along the Grand Canal and help her

LinkedIn Ireland's revenues increase to almost €5b



"active discouragement of car-usage and ownership, by reducing parking availability or situating parking away from homes, at garages at the outskirts of the development," Dr Cathal FitzGerald of NESC will tell the committee.

Yeah 'cause that's safer for women... 🙄

Independent.ie @Independent_ie · Jan 18

'Cut number of parking spaces to discourage car ownership,' committee to be told buff.ly/3tyiFbG

1:55 PM · Jan 18, 2022 from Dun Laoghaire-Rathdown, Ireland · Twitter for Android

SPORT | NEWS | MONEY | HEALTH | DEAR DEIDRE | MOTORS

PARK IT UP Expert warns Irish householders should park cars AWAY from houses – to discourage driving

Danny De Vaal

12:56, 19 Jan 2022 | Updated: 12:56, 19 Jan 2022



CAR parking spaces should be located away from a person's house in a bid to encourage people to give up driving, an expert has said.

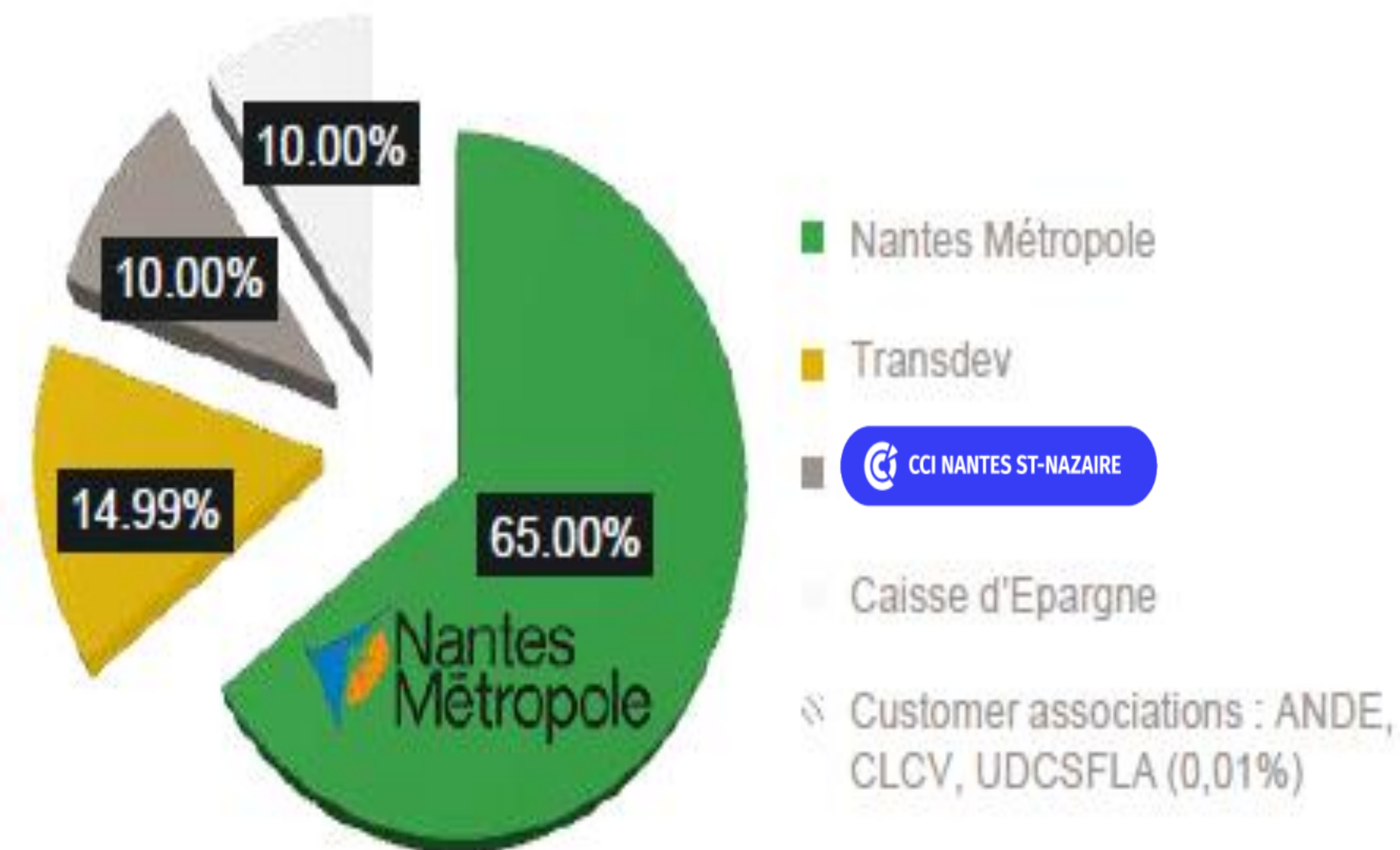
Dr Cathal FitzGerald, who is a senior analyst at the National Economic and Social Council, told the Oireachtas Housing Committee that urban regeneration was only possible with good transport links.

TOD and Leadership

- TOD faces barriers and needs leadership from three sources:
 - Public sector, including elected officials and staff;
 - The private sector; and
 - Non-profit sector including business associations, residents' associations, housing bodies, environmental groups etc.

These non-profit groups are important because they put the project on the table, convene and educate the public, lobby for good design and provide critical support to elected officials making tough decisions - Utter, 2009: 21

- Institutionalised Leadership e.g. Semitan in Nantes, France



A Corridor Approach

- Planning for a transport corridor (e.g. Contrats d'Axe)
- Premium for proximity to a DART/Luas stop:
 - House price premium of €114,000 (26%)?
 - House rent premium of €3,360 per year (17%)?
- Who will 'capture' the uplift?
 - MetroLink, BusConnects, Other
- MetroLink Thought Experiment
 - 9,000+ hectare corridor
 - €1.8bn value uplift
 - Ensure that development crowds around in TOD fashion
- Decision
- Institution
- Funding



Concluding Remarks

- Benefits of TOD are well known
- Lessons from international experience
- NESC has captured much of this
- Reflected in policy since 2019
- Four factors are necessary
- Use ‘parallel’ rather than ‘serial’ processing
- TOD as a political science challenge
 - Directly Elected Mayor example
- Is a TOD possible without an institution that has the powers?

